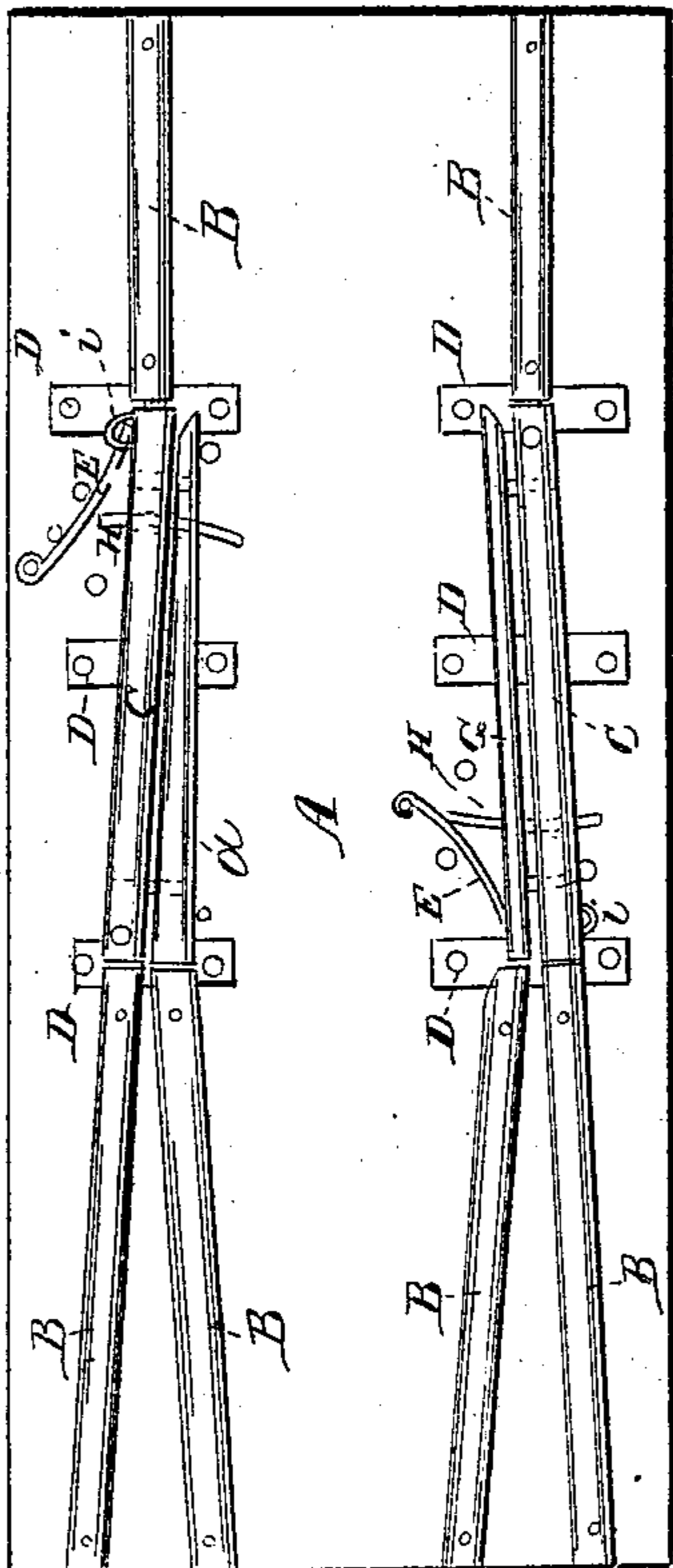


C. Greenman,

Switch.

No. 93,298.

Patented Aug. 3, 1869.



Inventor

Charles Greenman
per

Alexander Mason

Att'y.

Witnesses

Harry King
F. H. Lehmann

United States Patent Office.

CHARLES GREENMAN, OF SCOTT TOWNSHIP, PENNSYLVANIA.

Letters Patent No. 93,298, dated August 3, 1869.

IMPROVED RAILWAY-SWITCH.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, CHARLES GREENMAN, of Scott township, county of Wayne, and in the State of Pennsylvania, have invented certain new and useful Improvements in Self-Adjusting Railroad-Switch; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction of a self-adjusting railroad-switch, and in the arrangement of the devices hereafter set forth and explained.

The accompanying drawing represents a plan view of my invention.

Letter A represents the bed of the road, upon which are placed the stationary rails B and the movable ones C.

The movable rails are pivoted to one of the ties at one end, so that they can be moved back and forth on the steel plates D; and each has a spring, E, bearing against its side, of sufficient strength to shove the rail back into place after it has been moved.

Secured to the side of the rails C are the pieces G, (one of which tapers to a point,) which are held just far enough apart, by means of bolts, to allow the flanges on the car-wheels to pass between.

As the wheels move on to the movable rails, the flanges strike against the pieces G, causing the rails C to move sideways far enough to throw the train on to the other track.

Through one end of each of these pieces and movable

rails there is an opening made, through which the guides H pass, so as to guide the rails upon the ground.

These movable rails represent the means by which the switch is changed from one track to the other, toward the right, without requiring the attendance of a switch-tender.

In case it should be desirable to run on the left-hand track, a lever connected with the staple i, in the right-hand movable rail, will enable a person so to adjust the rail as to direct the train on to the left-hand track.

Should the train be on the right-hand track, and it is desirable to back down on to the single one, the movable rail on the left hand can be operated in the same way.

As soon as the flanges on the wheels have moved the rails C, and the train has passed by, the springs E immediately move the rails into place again.

Having thus described my invention,

What I claim, and desire to secure by Letters Patent, is—

The pieces G, secured to the sides of the movable rails C, in combination with the said rails, springs E, guides H, and plates D, when arranged and operating substantially as shown.

In testimony that I claim the foregoing, I have hereunto set my hand and seal, this 28th day of May, 1869.

CHARLES GREENMAN. [L. S.]

Witnesses:

A. C. MOSES,

ELIAS GREENMAN.